

IL 60/83 AND WISCONSIN CENTRAL LIMITED RAILROAD GRADE SEPARATION STUDY

EXISTING CONDITIONS

- Excessive Traffic Delays Due to Trains Blocking IL 60/83
- Queue Lengths Commonly **Exceed 1 Mile**
- Daily Traffic Delays due to Trains **Exceed 40 vehicle-hours**
- Number of Trains Continue to Increase
- Crossing Blockages Times Are Excessive (> 15 minutes)
- Local Emergency Response is Difficult when Railroad Crossing is Blocked
- Train and Roadway User Conflicts Exist

RAILROAD CROSSING ALTERNATES EVALUATED

- Raise the Railroad to Pass Over IL 60/83
- Lower the Railroad to Pass Under IL 60/83
- Partially Raise the Railroad and Lower IL 60/83
- Partially Lower the Railroad and Raise IL 60/83

Alternates Eliminated
Cost Prohibitive
Non-Feasible

- Railroad Remains As-is and Lower IL 60/83 (Roadway Underpass)
- ★ Railroad Remains As-is and Raise IL 60/83 (Roadway Overpass)
- Widen Existing At-Grade Railroad Crossing to 4 Lanes

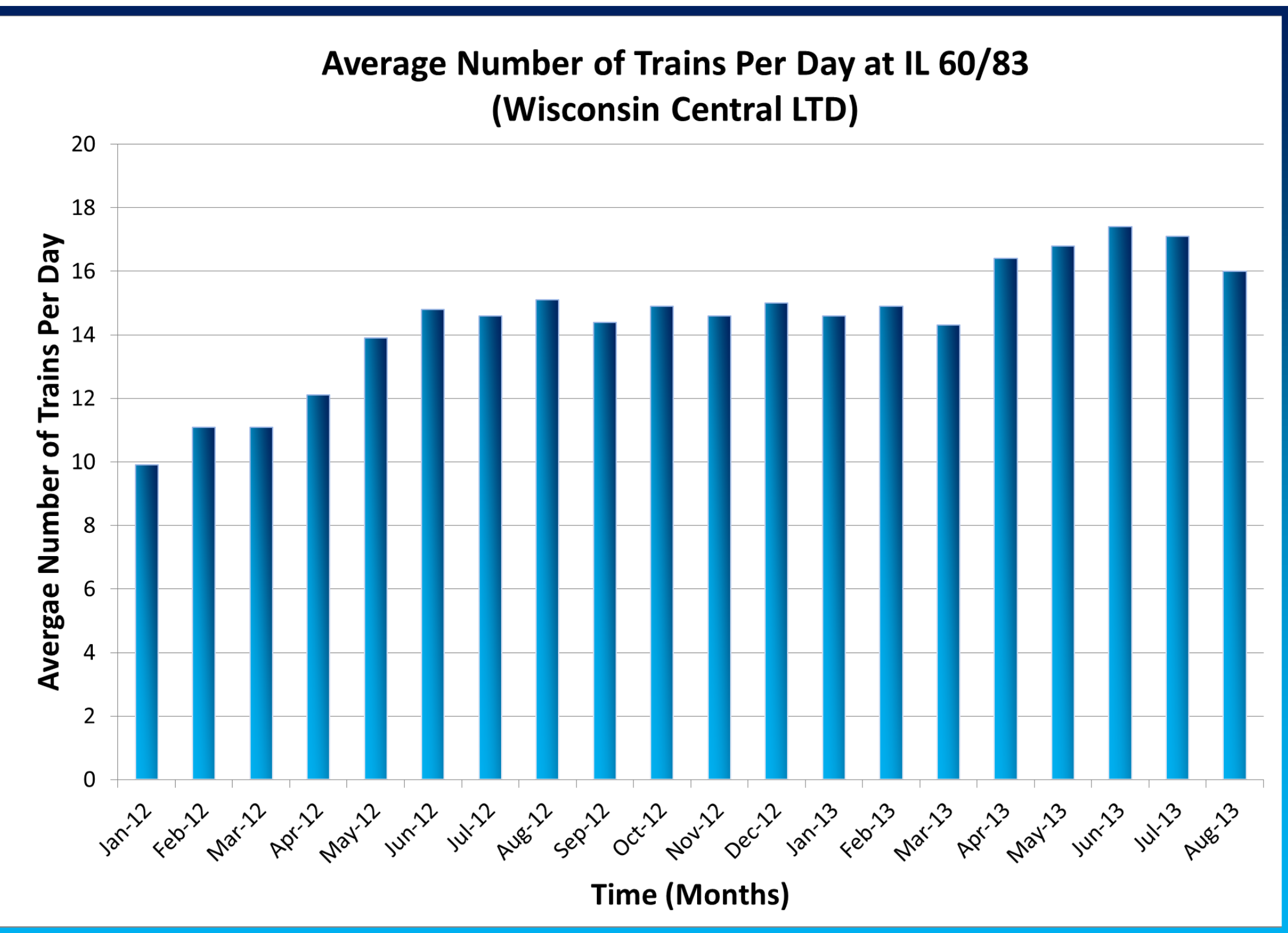
Alternates Carried Forward

★ DENOTES PREFERRED ALTERNATIVE

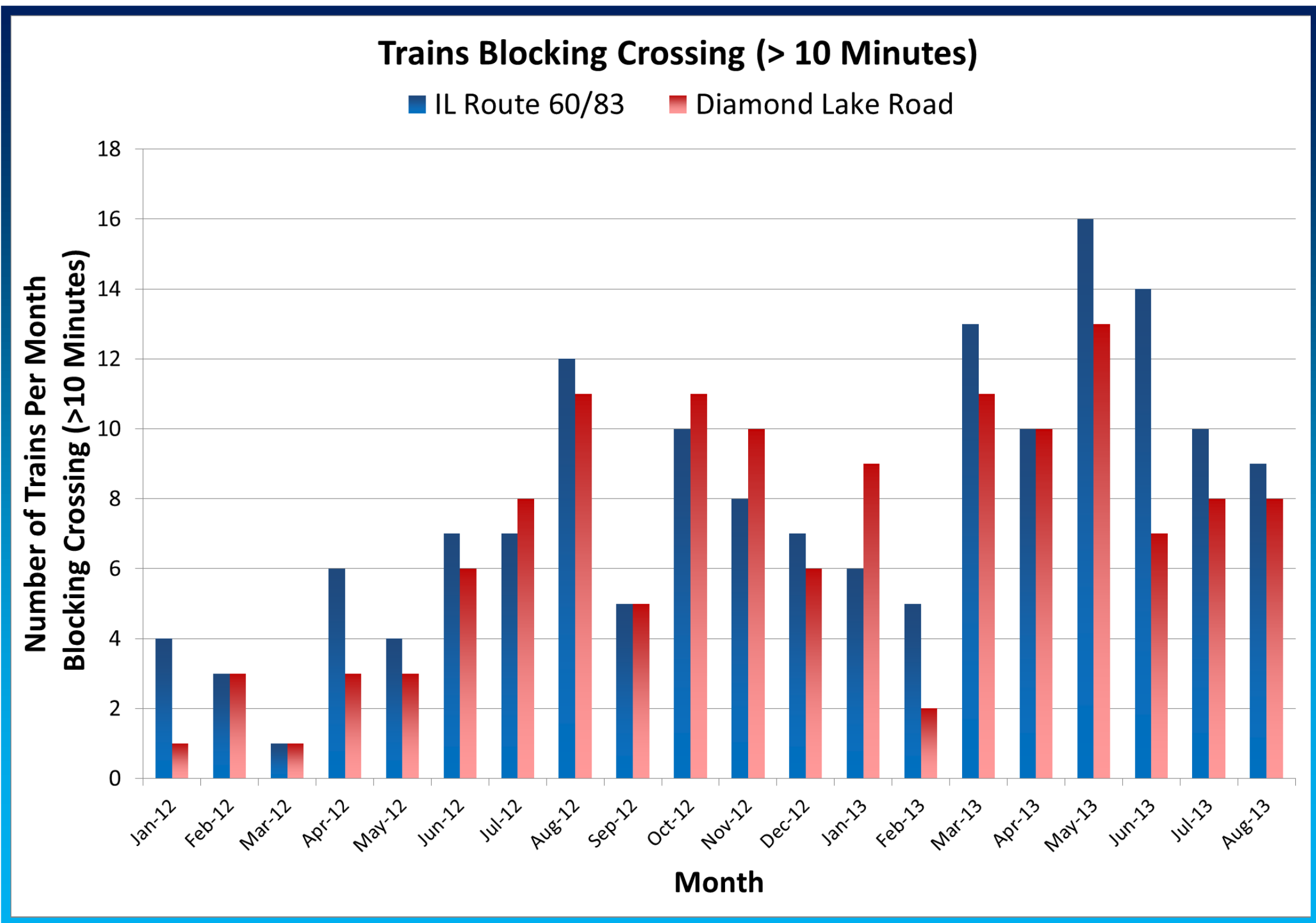
A railroad grade separation supports the IL 60/83 Purpose and Need by addressing the goals of improving mobility and safety for ALL roadway users.

EXISTING AT-GRADE CROSSING INFORMATION

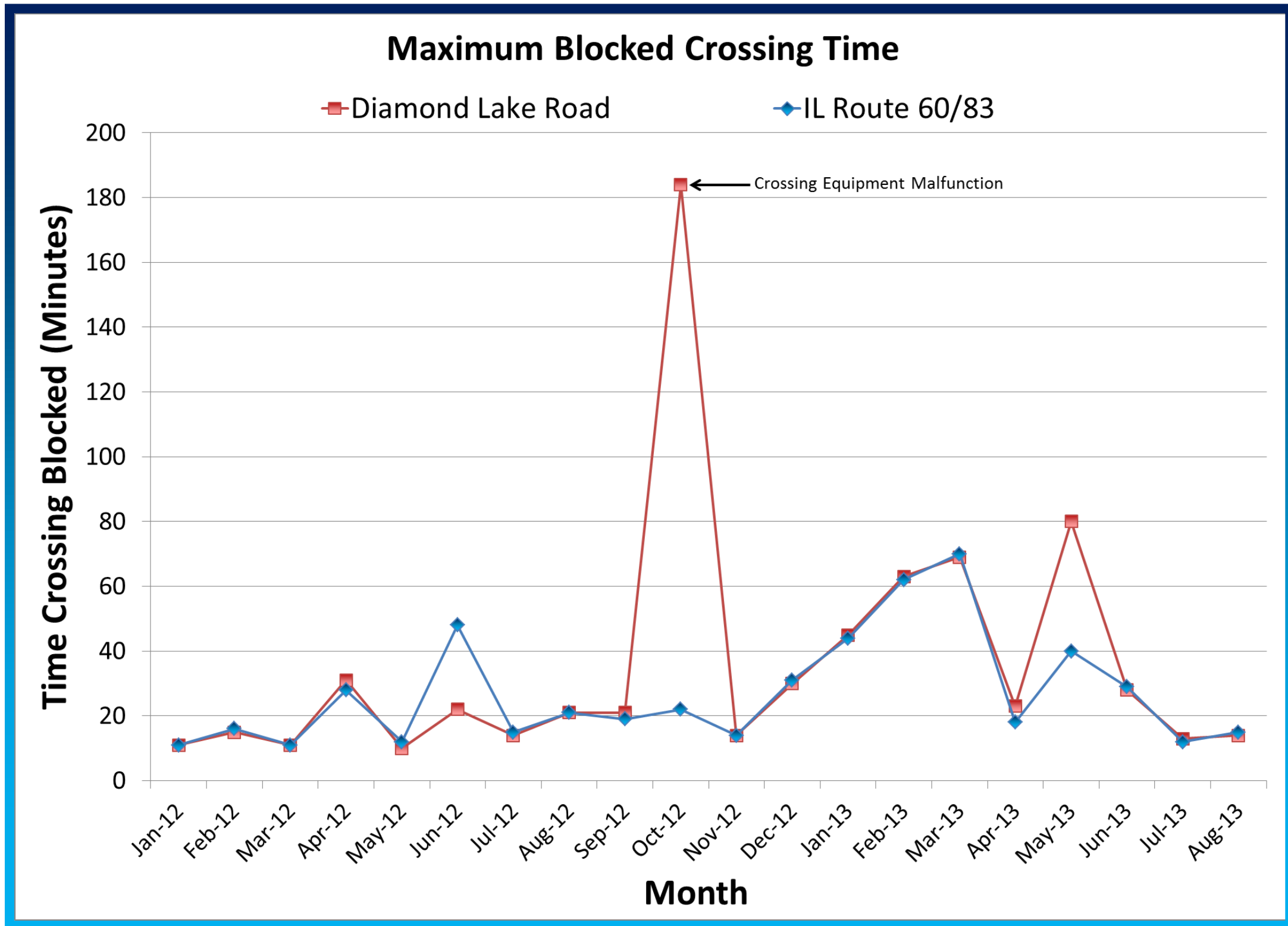
Number of Trains Per Day*



Number of Trains Blocking Crossing*



Longest Crossing Blockage Durations*



*Data Source: Canadian National Railroad Monthly Status Surface Transportation Board Reports for At-Grade Crossing Operations

WHY A ROADWAY / RAILROAD GRADE SEPARATION?

- Removes Potential Conflicts Between ALL Roadway Users and Trains
- Eliminates ALL Traffic Delay Related to Train Activity
- Reduces Lengthy Queues and Their Adverse Effects on Operations and Safety at Adjacent Intersections
- Improves Local Emergency Vehicle Response Times
- Improves Safety of ALL Roadway Users

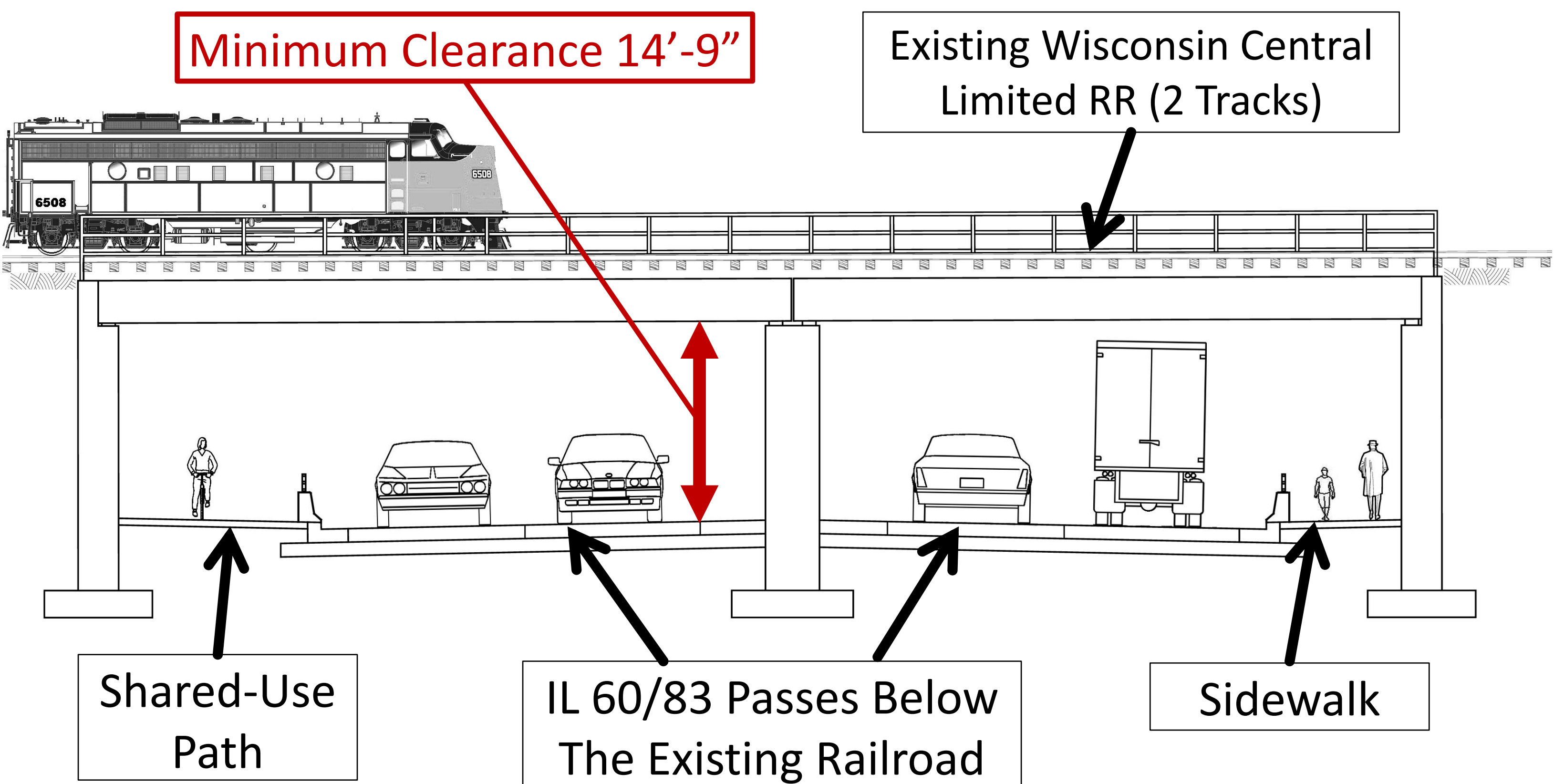


Existing At-Grade RR Crossing



PREFERRED ALTERNATIVE

ROADWAY UNDERPASS OPTION



ROADWAY OVERPASS OPTION

